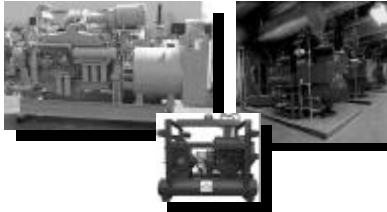
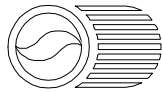


**PUBLIC CONSULTATION MEETING TO DISCUSS THE
DEVELOPMENT OF REGULATIONS ADDRESSING NEW
AND EXISTING STATIONARY AND PORTABLE
DIESEL-FUELED ENGINES**



February 14, 2001



**California Environmental Protection Agency
Air Resources Board**

Consultation Meeting Goals

- **Provide brief summary of Diesel Risk Reduction Plan**
- **Begin regulatory development process**
- **Provide information**
 - ◆ **Approach for new and existing engines**
 - ◆ **Approach for TRUs and small engines**
 - ◆ **Procedure for verification of retrofits**
 - ◆ **Agricultural outreach**
 - ◆ **Demonstration projects**
 - ◆ **Availability of very low sulfur diesel fuel**

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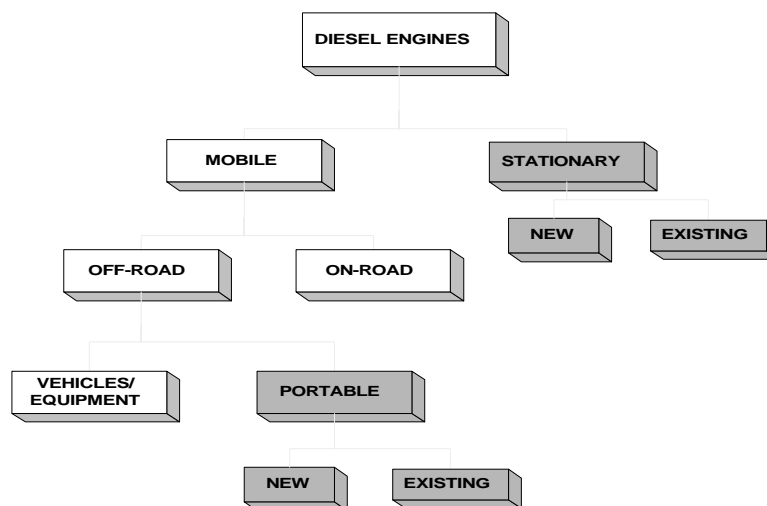
Diesel PM: Identification and a Plan to Control

- August 1998 Board listed “Particulate Matter Emissions from Diesel-Fueled Engines” as a Toxic Air Contaminant
- September 2000 Board approved the Diesel Risk Reduction Plan



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Overall Regulation Development Addresses All Categories of Diesel-Fueled Engines



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Risk Reduction Plan Identified Measures Addressing Stationary and Portable Engines

- Address both new and existing engines
- Address emergency/standby, prime, agricultural, and portable engines
- Begin adoption 2002
- Implementation between 2002-2005



Regulations to be Developed for Stationary and Portable Engine Categories

- **GOAL:** Identify technically feasible and cost effective approaches to reducing diesel PM emissions to the greatest extent possible
- **STATIONARY** (Board hearing date: Early 2002)
 - ◆ New Engines
 - ◆ Existing Engines
- **PORTABLE** (Board hearing date: Early 2002)
 - ◆ New Engines (that are similar to Stationary)
 - ◆ Amendments to the Statewide Portable Equipment Registration Program

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Authority for Developing Diesel PM ATCMs

- Health and Safety Code 39650 et seq. (AB 1807)

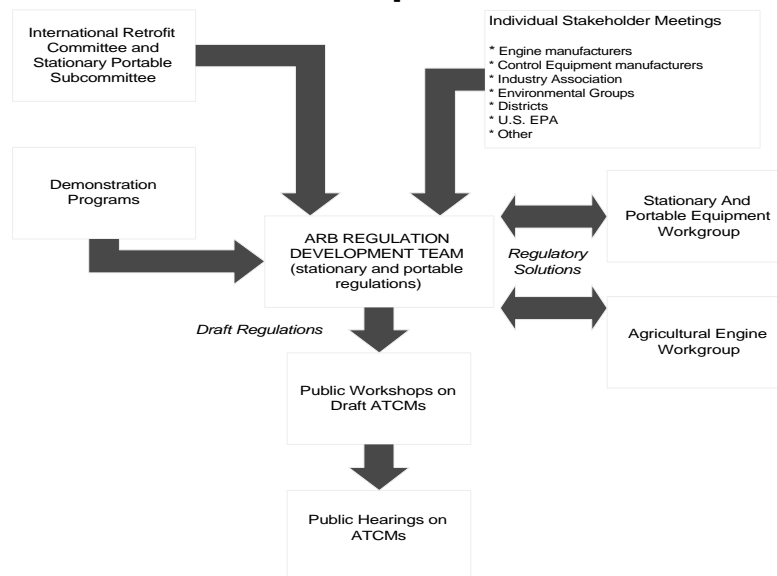
Standard for Control:

Reduce emissions to lowest level achievable through application of Best Available Control Technology (BACT) or more effective method

- Establishes separate and distinct processes for the identification and control of Toxic Air Contaminants
- Today's meeting part of the control phase or risk management

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Extensive Public Process for the ATCM Development



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Possible Regulatory Concepts for New Stationary and Portable* Diesel-Fueled Engines

- **Manufacturer certification standards for new stationary engines**
- **Minimum technology requirements**
- **Performance standards**
- **Other considerations**

* only those portable that are similar to Stationary

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Manufacturer Certification Standards

- **Portable Engines are subject to existing off-road standards**
 - ◆ **Issue: Federal Exemption for < 175 hp**
- **Stationary engines are currently not required to meet certification standard**
- **Need to establish stringent manufacturer certification standards for stationary engines**

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Minimum Technology Requirements

- **Applicable to both new stationary and similar portable engines**
- **Engine diesel PM emission limit**
- **Application of add-on control**
- **Use of very low-sulfur diesel fuel**

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Performance Standards

- **“Out-the-exhaust-pipe” PM emission standard equivalent to the reductions achieved meeting appropriate technology requirements**
- **On-site test method to verify performance standard will need to be defined**

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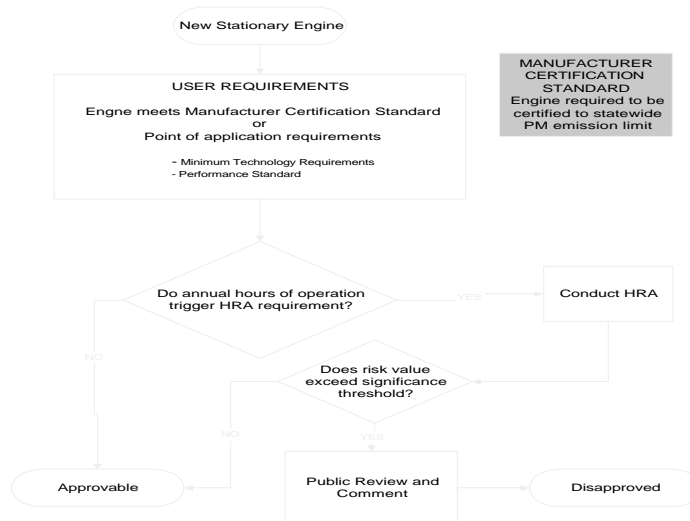
Other Considerations

■ Site specific considerations

- ◆ Hours operated
- ◆ Nearness to sensitive receptors
- ◆ Location of engine on site

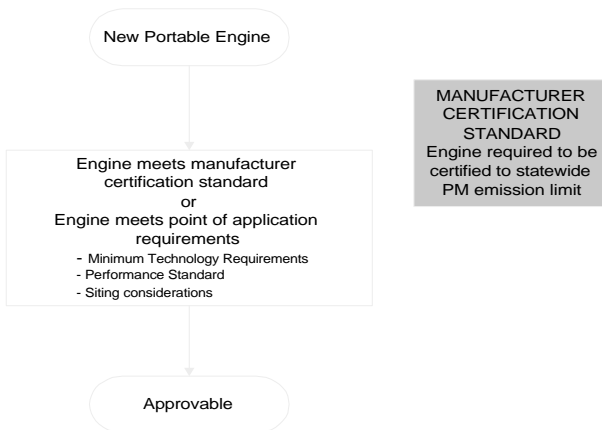
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Conceptual Initial Regulatory Approach: New Stationary Diesel-Fueled Engines



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Conceptual Initial Regulatory Approach: New Portable Diesel-Fueled Engines (that are Similar to Stationary Engines)



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Possible Regulatory Concepts for Existing Stationary and Portable Diesel-Fueled Engines

■ Approach

- ◆ Retrofit with proven certified technology; or
- ◆ Replace with certified engine or alternative; or
- ◆ Other considerations

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Retrofit with Proven Control Technology

- **What is a “Proven” Control Technology?**
 - ◆ **Verified through Procedure for Technical Review and for Verification of Emission Reduction Claims**

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Replace with Certified Engine or Alternative

- **ARB Certified Engine**
 - ◆ **Similar to Existing Off-Road Certification Procedures**
- **Alternatives to Diesel-Fueled Engines**
 - ◆ **natural gas**
 - ◆ **electrically-powered**
 - ◆ **other**

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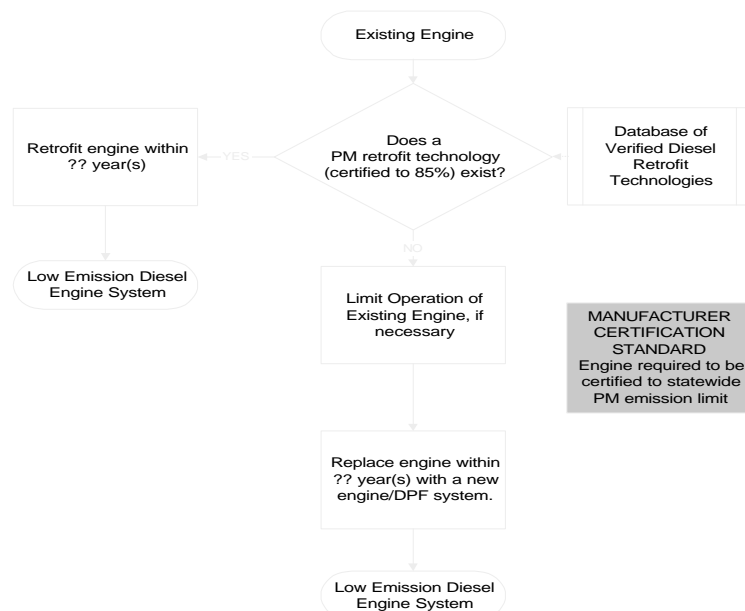
Other Considerations

■ Site specific considerations

- ◆ Time of day engine is used
- ◆ Location of engine on site
- ◆ Nearness to sensitive receptors

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Conceptual Initial Regulatory Approach: Existing Stationary and Portable Diesel-Fueled Engines



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Next Steps

- Establish Workgroups
- Meet with Interested Parties (on-going)
- Additional Workshops as Needed

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Regulation Development Team

- Stationary Engines
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Regulation Development Team (continued)

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■ Other Engines (TRU's and < 50 hp)

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■ Focus work groups will be established to address specific issues

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